they going to set up a high-level committee?

THE DEPUTY CHAIRMAN: He does not admit that thing.

SHRI K.C. LENKA: According to the papers that I have got, I do not see any irregularity here.

श्री मोहिन्दर सिंह कल्याण: मैडम, मैं वजीर साहब से पूछना चाहता हूं कि पंजाब में "जगरांव" एक सब डिविजन है, जहां पर एक पुल बनना था, जिसके लिए काफी अरसे से टेंडर हो चुके हैं और उसमें पंजाब सरकार द्वारा जो रुपए का अपना हिस्सा डालना था, वह भी डाल दिया गया है, लेकिन न मालूम कई सालों से रुका हुआ यह पुल अभी तक क्यों नहीं बना? जबकि "जगरांव" में एशिया की सबसे बड़ी अनाज की मंडी है और यहां पर ट्रेफिक एक-एक घंटे रुका रहता है।

THE DEPUTY CHAIRMAN: Mr. Kalyan, This is a specific question about one particular railway, the Konkan Railway.

पंजाब के क्वेश्चन के लिए आप दूसरा नोटिस भेज दीजिए, आपका वह सवाल जरूर पुछवा देंगे।

SHRI GOVINDRAO ADIK: Just now the hon. Minister has stated that these over-payments were required to be made to the contractor on account of changes in the design of the bridge itself. But it is also revealed from the reply given by him that a big amount was paid to the contractor on account of escalation. And this escalation was required to be paid becuase there was a lot of delay in the completion of the work. So, I would like to know why this delay was caused, who was responsible for this delay and how much extra amount was paid to the contractor on account of the delay.

SHRI K.C. LENKA: There was no such big delay in completing this work. It was to be completed in 1990 and it was actually completed in 1991. You know, the bridge has been recently inaugurated. There is not much delay in completing this work. But about the escalation, there is a provision in the tender and in the agreement. You know the prices rise of so many things. There is a clause in the tender and in the agreement itself that if there is an escalation, that would be considered. Increase in the sales-tax, that has been given. There is nothing new.

Commercial Exploitation of unused Railway Lands

*282. SHRI SURESH KALMADI:
SHRI GOVINDRAO ADIK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have recently instructed the Zonal Railways to work out schemes for commerical exploitation of unused railway lands to augment revenues;

(b) if so, what are the details of unused lands and locations thereof; and

(c) what is the estimated revenue to be earned annually by the Railways on account of commercialisation of such lands?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) Yes, Sir. These instructions enjoin upon the Zonal Railways to prepare schemes for property development for utilising air-space over existing railway establishments and unused railway lands.

(b) and (c) Railways have about 60,000 hectare of land which is presently unutilized. Most of this land is in the form of a narrow ribbon along the track and has little commercial value.

Zonal Railways have been instructed to identify suitable locations for development of air-space and to assess the likely revenue which these schemes would generate.

SHRI SURESH KALMADI: Madam, it is a good thing that Railways are going to give unused railway lands on lease for generating money for the development of the Railways. After the commencement of "Commercial exploitation of unused

*The Question was actually asked on the floor of the House by Shri Suresh Kalmadi.

railway lands" policy, over 2,600 encroachments have been removed. My concern is that many people who were staying in *jhopad pattis* near the railway lines in the last three years have been evicted. Actually they are the ex-employees of the Railways, coolies, etc. Will the Minister give an assurance that the ex-employees, coolies, etc., staying in *jhopad pattis* will not be touched. Just in the name of commercial exploitation of unused Railway lands, people are going to be removed from there. After commercial exploitation of unused Railway lands, are these people going to be rehabilitated?

SHRI K.C. LENKA: Madam, it is true that a number of ex-employees of the Railways are living in *jhopad pattis* near the railway lines. They and others have encroached upon several hectares of land of the Railways. We are evicting those people from the lands of Railways for our own use. This is a continuous process not connected to Commerical utilization of railway land.

At the moment, there is no proposal to rehabilitate those people who are living in *jhopad pattis* near the railway lines.

SHRI SURESH KALMADI: They should be given some protection. If everybody is going to be evicted from *jhopad pattis* near the railway lines in the name of commerical exploitation of unused Railway lands, then, it is going to pose a massive problem in urban areas, particularly, in Pune and Bombay. I feel alternative land must be given to these people so that they are rehabilitated.

Madam, about Rs. 110 crores is going to be raised by the Railways through commercial exploitation of 4 hectares of land in Bandra area. If the Railways are going to generate Rs. 110 crores out of this project in Bandra, that money should be spent by them for the development of the Railways only in Bombay; and a part of it can be spent for rehabilitation of the evicted people. Will the Minister give an assurance to this effect?

SHRI K.C. LENKA: Madam, as far as the Bandra project is concerned, this will give a lot of money to the Railways. This is a new project. This idea came to the Railways when we had to depend upon our own resources to formulate the plan. So this idea came to us, how to utilise the unused land for commercial purposes and generate more funds for development work. So far as the Bandra project is concerned, we are not going to evict people from *jhopad pattis*. More than 4 hectares of land has been identified in Bandra to construct a nine-storeyed building. This scheme is to develop the air-space but not sell the land to somebody part or the developed. Air-space will be given on lease for commercial purposes. The money which will accrue out of that scheme will be spent for the development of the Railways. There was a discussion with the Government of Maharashtra and it was decided that one-third of the money which will accrue from this project, will be spent for the development of railways in the suburban areas of Bombay. Another one-third of the money will be spent for the development of railways in Maharashtra and another one-third of the money will be spent on the railway projects anywhere in the country.

SHRI GOVINDRAO ADIK: Madam, the hon. Minister has said in his reply that the Zonal Railways have been asked to prepare schemes to assess the probable income out of the disposal of additional land which the Railways have with them. At the same time, it is said that the land available with the Railways is only in the shape of narrow strips and, therefore, they do not have any commerical value and they are not expecting huge revenue out of it. Now, the Zonal Railways are asked to submit their reports on both these counts. I would like to ask the hon. Minister whether any time-limit has been fixed for submitting these reports and, if so, within what time we can expect these reports from the Zonal Railways. That is number one. With your permission,

Madam, I would like to ask one more question to the hon. Minister. As you are aware, Madam, the problem in Bombay, as far as the railway commuters are concerned, is worsening day by day. During the last some years we have seen that the number of commuters in Bombay has increased by six to eight times whereas the expansion of the railways in Bombay has been done only by 2 times or 2.5 times and not more than that which is most inadequate. That is why the Government of Maharashtra has submitted one project to the Government of India, the Railway Ministry, which is called the BUTR II. Recently we have come to know that the Railway Ministry has agreed to share the cost of the BUTR II project on 50: 50% basis with the Government of Maharashtra. I would like to know from the hon. Minister whether the Railway Ministry has now agreed to share the cost of the BUTR II project on equal proportion basis with the Government of Maharashtra. I would be very happy to know about it and I would congratulate the Ministry for the same if it is ture.

SHRI K.C. LENKA: Madam the first part of the question, asked by the hon. Members, is a good question. I want to clarify this point. I have said that 60,000 hectares of land available to the Railways is unutilised. But that does not mean it is surplus land for the Railways. This land is for the Railways. The Railways have to expand its activities. Most of the land is ribbon-type strips on both sides of the railway track which is being utilised now for the purpose of afforestation, for creating jungles and planting trees there and we license them to the State Governmenu Forest also in order to utilise that land for planting purposes. The particular scheme is not to utilise the land which has not up till now been utilised. This scheme is restricted only to air space. Air space means a place where there is our establishment in the station areas, in metropolitan cities and big cities in the country. We get that air space and give it to the people for commercial utilisation. In this way, we earn some money. This is the whole idea behind it. The idea is not to utilise all the land which has remained unutilised up till now. It is for the Railways. We are expanding the railway lines and we are expanding so many things in the country. Now, in the four metropolitan cities we have 5859 hectares of land. A part has been identified to be utilised for developing the air space. So far as the other cities in the country are concerned... the General Managers of the Zonal Railways have been instructed to identify this kind of plot at the stations or at other locations which can be developed for airspace, and also to prepare a conceptual plan for constructing buildings and utilising them for commercial purposes. That is the main idea. All the General Managers of the Zonal Railways have been instructed to submit their proposals of selection of sites by 31st December and complete their designs by 31st March. After that, it will be sent to the Cabinet. Up till now, this scheme is also waiting for the Cabinet clearance. It has not yet been cleared. After getting the Cabinet clearance, we will go in for this work.

SHRI VIREN J. SHAH: Madam, the hon. Minister has spoken about the land and use of airspace which could be limited to certain places. May I know from the hon. Minister whether the Government is aware that in Japan, where there is no scarcity of land, the Railways have used the land near the track—you have mentioned it in your reply—for growing particularly rice? Is there any such proposals with the Government to make use of such land, over which airspace cannot be utilised for a productive use, for growing whatever crop it can grow? Is it under your consideration?

SHRI K. C. LENKA: Madam, that was our practice. You know along the railways there are lands. We had given them to small farmers for growing paddy there and using them for productive

purposes. That practice has now been stopped.

THE DEPUTY CHAIRMAN: In Bombay they grow vegetables around it. You can see if you travel by a train. If the hon. Member had travelled by a suburban train, he would have known that. Smt. Satya Bahin.

SHRI VIREN J. SHAH: Why only a suburban train and not the main...(*interruptions*)...Madam, on the main line if you don't look outside,...(*interruptions*)...

THE DEPUTY CHAIRMAN: You did not ask that question.

श्रीमती सत्या बहिन: महोदया, मैं माननीय रेल मंत्री जी से यह कहना चाहती हूं कि सरकार का उद्देश्य केवल वाणिज्यिक या व्यापारिक नहीं होता है बल्कि सरकार का दृष्टिकोण जनकल्याणकारी भी होता है। माननीय मंत्री जी से मेरा प्रश्न यह है कि क्या रेल विभाग अपनी फालतू जमीन को वाणिज्यिक प्रयोजन के लिए देते समय अनुसूचित जाति और जनजाति, बेरोजगार युवक, विकलांग, महिलाएं, विधवाएं और परित्याक्ताएं, सहकारी संस्थाएं या सामाजिक संस्थाएं—इन सबको भी वरीयता के आधार पर उस भूमि का आवंटन करने का प्रयास करेगा। मेरे प्रश्न का पहला भाग यह है।

उपसभापति: एक ही भाग पूछ लीजिए। दूसरा भाग नहीं हो पाएगा।

श्रीमती सत्या बहिन: मेरे सवाल का दूसरा भाग यह है कि क्या भूमि का आवंटन टेंडर के आधार पर होगा या फिर आपने इसके लिए कोई दर निश्चित की है। इसके साथ ही मैं यह भी पूछना चाहती हूं कि यह अनुबंध कितने वर्ष तक चलेगा?

श्री के० सी० लेंका: महोदया, हमारे पास फालतू जमीन नहीं है। हमारी जितनी जमीन है, उसको यूटिलाईज करने के लिए प्रोग्राम बना रहे हैं। अभी जो माननीय सदस्य ने सुझाव दिया है, इस पर हम विचार करेंगे।

श्रीमती सत्या बहिन: महोदया, इतने बड़े सवाल का इतना सा जवाब?

उपसभापति: It shows the ability of the Minister.

उन्होंने दरिया को मटके में बांध दिया।

श्री भूपिन्द्र सिंह मान: महोदया, रेलवे ट्रैक के आसपास की जो जमीन खेती के लिए रेलवे ने दी है और जिन लोगों को दी है, चूंकि वह बहुत ऊंची-नीची थी, उन्होंने उसको ठीक किया है और उस पर खेती की है। अब मंत्री जी से मैं यह पूछना चाहता हूं कि चूंकि कई बार रेल ट्रैक के आसपास की जमीन से रेल लाइन के लिए मिट्टी उठाना जरूरी हो जाता है पर क्योंकि जो लोग वहां पर खेती कर रहे होते हैं, उन्होंने वह जमीन ठीक की हुई होती है, इसलिए वे रेलवे ऐथोरिटी को मिट्टी उठाने से रोकते हैं। कुछ जगह इस पर सिविल केसेज़ भी हुए हैं कि वे मिट्टी उठाने से रोकते हैं। अगर वे इस तरह से मिट्टी उठाने से रोकेंगे तो रेल यातायात में जो सेफ्टी होनी चाहिए, उस पर क्या असर पड़ने वाला है, इसके बारे में मंत्री जी बताएं।

इसी के साथ मैं यह भी पूछना चाहता हूं कि अगर खेती के बजाय वहां ट्री प्लांटेशन हो तो ट्री प्लांटेशन होने से जो शेड साथ वाली जमीनों पर पड़ता है और उससे वहां खेती करने वालों को जो नुकसान होता है, इसके बारे में आप क्या कार्यवाही करने जा रहे हैं?

श्री के० सी० लेंका: मैडम, मिट्टी उठाने के लिए लाइसैंस होल्डर्स रोक नहीं सकेंगे। जब हमें लाइन दरकार पड़ेगी, हम मिट्टी उठाएंगे और लाइन बनाएंगे। वे लोग रोक नहीं पाएंगे। यह जो दूसरी चीज है कि जो प्लांट्स लगा रहे हैं, वह पास की जमीन को नष्ट कर रहे हैं, इस बारे में मैं यह कहना चाहता हूं कि जो ऐरिया हम प्लांटेशन के लिए देते हैं, यह शॉर्ट टाईम के लिए देते हैं कि शॉर्ट टाईम में कौन-कौन से पेड़ लगाए जा सकेंगे, केवल वही प्लांट्स लगाने के लिए जमीन हम दे रहे हैं। We can utilise that land for construction purposes.

कुमारी सरोज खापर्डे: महोदया, रेलवे पटरी का क्या होगा, उसका जवाब नहीं आया मंत्री जी से।

SHRI K. C. LENKA: Madam, this land is being excavated for construction and repairs of lines. We have to observe a certain distance norm and after observing that distance norm we dig the earth for construction and repair of lines. There is no question of weakening the tracks. There is no question... (*interruptions*)..

श्री भूपिन्द्र सिंह मान: जो सब-जुडिस केस हुए हैं, उनके बारे में मंत्री जी ने नहीं बताया।